

# OSAGE COUNTY

INCLUDED: [Significant feature(s) of bridge given in boldface]  
[Field inventoried bridge indicated by asterisk]

Inv. No.	MHTD	Bridge Name	Description
*OSAG01	W 350	Koeltztown Bridge	2-100' <b>pinned Pratt through truss</b> 1915 Missouri Bridge and Iron Co.
*OSAG02	Y 198	Rich Fountain Bridge	2- 16' <b>stone arch</b> 1925 Fred Schimmle
*OSAG03	075000.3	Westphalia Bridge	1-145' <b>pinned Pratt through truss</b> 1893 Kansas City Bridge Company
*OSAG04	078000.0	Holterman Bridge	1903 Interstate Bridge Company 2-150' <b>pinned Pratt through truss</b> 1915 Kansas City Bridge Company

EXCLUDED:  
Warren pony truss  
143001.8

Steel stringer  
L 194 S 825 002001.0 017001.6 026000.0 028005.0 052001.2  
058002.6 076001.8 095000.3 126001.7 131000.0 145000.2 188R01.3  
189000.9

Steel girder  
090000.1 141002.8 142000.6 146000.1 146000.3 160001.2 208001.2

Concrete girder  
J 532 K 214 W 467 028003.1 121001.0 180000.5 181000.2

Concrete slab  
J 531 109002.7 168000.8 169003.9 174001.1 177000.5 204000.4

Concrete box culvert  
J 122 K 213 L 383 S 632 T 985 W 351 W 402  
117004.2

## SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	2	2	0	0	4
Excluded	13	32	0	0	45
	15	34	0	0	49 structures

# Koeltztown Bridge

OSAG01

## GENERAL DATA

structure no.:	W 350	city/town:	4.0 miles northwest of Freeburg
county:	Osage	feature inters.:	Maries River
		cadastral grid:	S35, T42N, R10W
		highway route:	Missouri State Supplementary Route P
		highway distr.:	5
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure:	steel, 6-panel, pin-connected Pratt through truss		
substructure:	stone abutments with concrete-filled steel cylinder piers		
span number:	2	condition:	good
span length:	100.0'	alterations:	wide flange welded to NW endpost; new diagonal bars added
total length:	235.0'	floor/decking :	asphalt over timber deck, with steel stringers
roadway width:	15.0'	other features:	upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels

## HISTORICAL DATA

erection date:	1914-15
erection cost:	\$4200.00 (contract amount)
designer:	Missouri Bridge and Iron Company, St. Louis MO
fabricator :	Missouri Bridge and Iron Company, St. Louis MO; Cambria Steel Company, Pittsburgh PA; Jones and Laughlin Steel Company, Pittsburgh PA
contractor :	Missouri Bridge and Iron Company, St. Louis MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. W 350; Osage County Court Record 17: page 32 (8 April 1914), page 67 (4 May 1914), page 86 (7 May 1914), pages 103-04 (1 June 1914), page 105 (2 June 1914), pages 128-30 (6 July 1914), page 143 (8 July 1914), page 176 (13 August 1914), page 182 (14 August 1914), page 240 (11 November 1914), page 289 (29 December 1914), page 339 (3 February 1914), located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.
sign. rating:	44
evaluation:	NRHP non-eligible (typically configured example of common structural type)

inventoried by: Clayton B. Fraser 26 February 1991

# Rich Fountain Bridge

OSAG02

## GENERAL DATA

structure no.:	Y 198	city/town:	0.5 mile west of Rich Fountain
county:	Osage	feature inters.:	Town Creek
		cadastral grid:	S14, T42N, R9W
		highway route:	Missouri State Supplementary Route E
		highway distr.:	5
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure:	stone masonry filled spandrel arch		
substructure:	stone abutments, wingwalls and pier		
span number:	2	condition:	good
span length:	16.0'	alterations:	none
total length:	35.0'	floor/decking :	concrete deck over earth fill
roadway width:	32.0'	other features:	stone parapets; stepped stone wingwalls

## HISTORICAL DATA

erection date:	1925
erection cost:	\$1450.00
designer:	Osage County Surveyor
fabricator :	none
contractor :	Fred Schimmle
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. Y 198; original bridge contract between Osage County and Fred Schimmle, located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.
sign. rating:	50
evaluation:	NRHP possibly eligible (well-preserved, well-documented example of vernacular bridge construction)

Inventoried by: Clayton B. Fraser    26 February 1991

# Westphalia Bridge

OSAG03

## GENERAL DATA

structure no.:	075000.3	feature inters.:	Maries River
county:	Osage	city/town:	0.5 mile northeast of Westphalia
		cadastral grid:	S26, T43N, R10W
		highway route:	county road
		highway distr.:	5
		current owner:	Osage County

## STRUCTURAL DATA

superstructure: steel or wrought iron, 7-panel, pin-connected Pratt through truss; two steel, 3-panel and one 2-panel, pin-connected Pratt half-hip pony trusses

substructure: stone masonry abutments; concrete-filled steel cylinder piers; steel pile bent piers

span number:	1; 3	condition:	fair
span length:	145.0'	alterations:	1 web removed from 2-panel pony truss
total length:	280.0'	floor/decking:	timber deck over steel stringers
roadway width:	13.7'	other features:	through truss: upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: 1 looped round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; floor beam: I-beam, U-bolted to vertical; guard-rail: steel pipe; portal builder's plate (through truss): KANSAS CITY BRIDGE CO. / 1893 / KANSAS CITY Mo.; endpost-mounted builder's plate (3-panel pony): 1903 Interstate Bridge Company, Kansas City MO

## HISTORICAL DATA

erection date: 1893; 1903

erection cost: \$8,349.00

designer: Kansas City Bridge Company, Kansas City MO

fabricator: Kansas City Bridge Company, Kansas City MO

contractor: Kansas City Bridge Company, Kansas City MO (through truss and 2-panel pony truss);  
Interstate Bridge Company, Kansas City MO (3-panel pony trusses)

## Westphalia Bridge

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**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 075000.3; Osage County Court Record 8: page 465 (16 August 1892), page 471 (18 August 1892), page 493 (22 September 1892), page 508 (22 November 1892), page 515 (23 November 1892), page 629 (14 June 1893); Osage County Court Record 9: page 27 (22 November 1893); Osage County Court Record 12: page 169 (13 November 1902), page 181 (22 December 1902), page 210 (31 December 1902), located at Osage County Courthouse, Linn MO; bridge completion correspondence from Kansas City Bridge Company to Osage County, 19 September 1893, located at Osage County Courthouse, Linn MO; original design sketch and specifications for bridge, n.d., located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.

**sign. rating:** 59

**evaluation:** NRHP possibly eligible (well-preserved example of pinned through truss, with staged construction of approaches)

**inventoried by:** Clayton B. Fraser    26 February 1991

# Holterman Bridge

OSAG04

## GENERAL DATA

structure no.:	078000.0	city/town:	3.2 miles northeast of Westphalia
county:	Osage	feature inters.:	Maries River
		cadastral grid:	S13, T43N, R10W
		highway route:	county road
		highway distr.:	5
		current owner:	Osage County

## STRUCTURAL DATA

superstructure: steel, 9-panel, pin-connected Pratt through truss  
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers

span number:	2	condition:	good
span length:	150.0'	alterations:	none
total length:	232.0'	floor/decking :	timber deck over steel stringers
roadway width:	15.3'	other features:	upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 2 looped square eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels; portal builder's plate: 1915 / Kansas City Bridge Co./ Kansas City Mo. / R.O. SHOBE J.W. AGEE B. SCHAUWECKER co.court LAFE VAUGHAN co. clerk J.C. VAUGHAN co. surveyor

## HISTORICAL DATA

erection date: 1915  
erection cost: \$7370.11  
designer: H.E. Steinman, Osage County Surveyor  
fabricator : Kansas City Bridge Company, Kansas City MO;  
Cambria Steel Company, Pittsburgh PA  
contractor: Kansas City Bridge Company, Kansas City MO (superstructure);  
James Cushion (substructure)  
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 078000.0; Osage County Court Record 16: page 445 (3 June 1913), page 469 (5 August 1913), pages 472-76 (6 August 1913), pages 503-08 (2 September 1913), pages 521-23 (3 September 1913); Osage County Court Record 17: page 266 (8 December 1914), page 287 (28 December 1914), page 290 (29 December 1914), pages 309-12 (1 February 1915), pages 352-54 (15 February 1915), page 376 (15 March 1915), page 388 (16 March 1915), page 462 (4 May 1915), page 563 (1 November 1915), page 609 (6 December 1915), located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.

## Holterman Bridge

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sign. rating: 55  
evaluation: NRHP possibly eligible (well-preserved, well-documented, major truss bridge)

inventoried by: Clayton B. Fraser 26 February 1991

# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Koeltztown Bridge (Maries River Bridge)

MHTD: W 350

OSAG01

**DATE(S) OF CONSTRUCTION**

1914-15

**LOCATION**

Missouri State Supplementary Route P over Maries River; S35, T42N, R10W  
4.0 miles northwest of Freeburg; Osage County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / highway bridge

**RATING** NRHP non-eligible (score: 44)

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**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 2

span length: 100.0'

total length: 235.0'

roadway wdt.: 15.0'

superstructure: steel, 6-panel, pin-connected Pratt through truss

substructure: stone abutments with concrete-filled steel cylinder piers

floor/decking: asphalt over timber deck, with steel stringers

other features: upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels

In June 1914 the Osage County Court stated that a bridge over the Maries River in the south-central part of the county would be "of great convenience to the traveling public," offering to build the structure if the citizens in the area would subscribe \$2500.00 toward its construction. The citizens put up the money, the county surveyor inspected a site some three miles east of Koeltztown, and the county solicited competitive bids from bridge companies, all in June. A month later nine firms submitted bids for both pinned and riveted versions of the bridge. The contract to fabricate and erect the two through trusses and build the stone substructure was awarded that month to the Missouri Bridge and Iron Company of St. Louis for \$4200.00. The company worked on the structure that fall and winter; by February the Koeltztown Bridge was complete. It has carried traffic since, initially maintained by the county and later incorporated into State Supplementary Route P. Alterations have been relatively minor: a wide flange has been welded onto one of the endposts and additional diagonal bars have been installed.

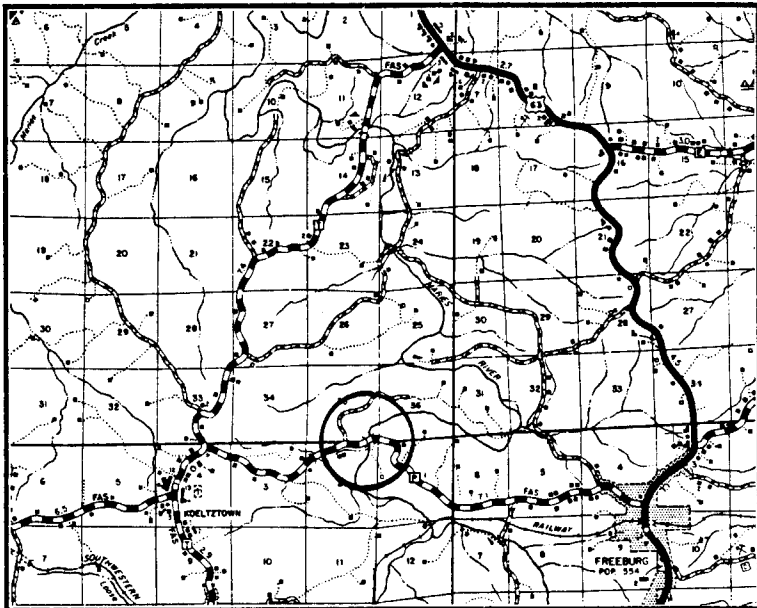
Built in 1914-15, this medium-scale bridge is a typical example of a common truss type, possessing average integrity. The two-span configuration distinguishes it somewhat, but in reality the Koeltztown Bridge lacks technological distinction. The bridge is historically noteworthy for its representation of the use-in-place program of the state highway department. The highway department converted numerous county roads into highways, as the state highway and supplementary systems formed between the 1920s and 1940s. Over the years, almost all of the original county-built trusses have since been replaced with more substantial structures, leaving less than ten pinned through trusses on the state highway system. The Koeltztown Bridge is noteworthy as one of these.



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**NAME(S) OF STRUCTURE**

Koeltztown Bridge (Maries River Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. W 350; Osage County Court Record 17: page 32 (8 April 1914), page 67 (4 May 1914), page 86 (7 May 1914), pp. 103-04 (1 June 1914), page 105 (2 June 1914), pp. 128-30 (6 July 1914), page 143 (8 July 1914), page 176 (13 August 1914), page 182 (14 August 1914), page 240 (11 November 1914), page 289 (29 December 1914), page 339 (3 February 1914), located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1991

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Rich Fountain Bridge  
MHTD: Y 198

OSAG02

**DATE(S) OF CONSTRUCTION**

1925

**LOCATION**

Missouri State Supplementary Route E over Town Creek; S14, T42N, R9W  
0.5 mile west of Rich Fountain; Osage County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 50)

**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 2

span length: 16.0'

total length: 35.0'

roadway wdt.: 32.0'

superstructure: stone masonry filled spandrel arch

substructure: stone abutments, wingwalls and pier

floor/decking: concrete deck over earth fill

other features: stone parapets; stepped stone wingwalls

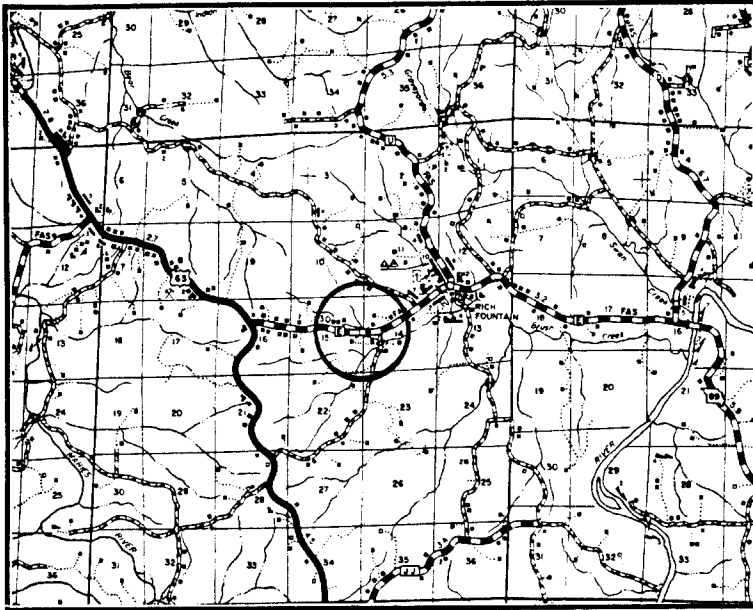
This two-barrel stone arch structure is situated on a state supplementary route over Town Creek in the small town of Rich Fountain. Although the bridge presently carries a state route, it was originally built by Osage County for a county road. In 1925 the Osage County Court contracted with local stonemason Fred Schimmle to construct the bridge. The contract specified "a culvert across the creek in the Town of Rich Fountain, consisting of a double stone arch Rock culvert, each opening to be 16 ft wide in the clear[,] 3 abutments [actually two abutments and a pier] 3 ft thick and 4 wings 10 ft long to hold approaches [sic], abutments to be dug down to solit [sic] footings and built up to 3½ ft above the level of the present creek bet [sic], where arch is to start, raising arch to 5 ft in center." The contractor furnished all the labor and stone; the county provided "the lumber and poles neeted [sic] for the scaffels [sic] for arches." The cost for the bridge: \$1450.00. Built in 1925, the Rich Fountain Bridge has carried traffic since in essentially unaltered condition.

Stone is a common, indigenous building material, used often in Missouri for substructures under steel, even concrete, bridges. This use has not been limited to the 19th century, as is found in some states. Stone substructures can be found under bridges erected as late as the 1930s in Missouri. However, true stone arches, once a common early bridge type, are now relatively rare in the state, due largely to subsequent attrition. Some 16 stone arch bridges have been identified in Missouri by the statewide bridge inventory. Because these structures have tended to be small-scale and vernacular in design, built by local stonemasons, their documentation in county records has been difficult to locate. The Rich Fountain Bridge is an exception to this trend. A well-preserved, handsome structure it is one of the most distinguished of the stone arches found in the state.

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**NAME(S) OF STRUCTURE**

Rich Fountain Bridge

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. Y 198; original bridge contract between Osage County and Fred Schimmle, located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1991

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Westphalia Bridge  
MHTD: 075000.3

OSAG03

**DATE(S) OF CONSTRUCTION**

1893; 1903

**LOCATION**

county road over Maries River; S26, T43N, R10W  
0.5 mile northeast of Westphalia; Osage County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP possibly eligible (score: 59)

**CONDITION**

fair

**OWNER**

Osage County

span number: 1; 3  
span length: 145.0'  
total length: 280.0'  
roadway wdt.: 13.7'

superstructure: steel or wrought iron, 7-panel, pin-connected Pratt through truss; two steel, 3-panel and one 2-panel, pin-connected Pratt half-hip pony trusses  
substructure: stone masonry abutments; concrete-filled steel cylinder piers; steel pile bent piers  
floor/decking: timber deck over steel stringers  
other features: through truss: upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: 1 looped round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; floor beam: I-beam, U-bolted to vertical; guardrail: steel pipe; portal builder's plate (through truss): **KANSAS CITY BRIDGE CO. / 1893 / KANSAS CITY Mo.**; endpost-mounted builder's plate (3-panel pony): **1903 Interstate Bridge Company, Kansas City MO**

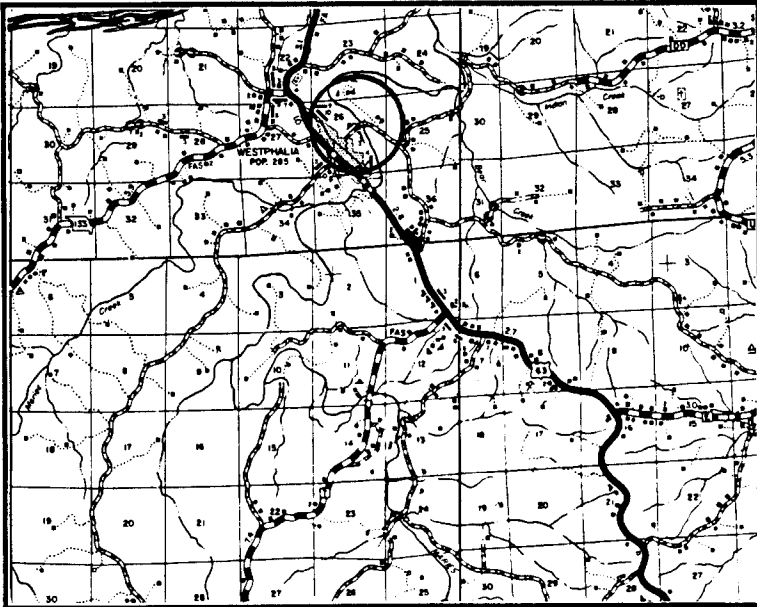
In August 1892 the Osage County Court received a petition from a dozen residents of Washington Township for a permanent bridge over the Maries River on the Linn and Westphalia Road. The court ordered the county surveyor to investigate the proposed site and prepare plans and estimates for a bridge here. In September county assessor Gerhard Plassmeyer, who was acting as special bridge commissioner for the Westphalia Bridge, presented plans and estimates for two bridge configurations. In November the county awarded a contract to fabricate and erect a bridge on Plassmeyer's Plan #2 - a 7-panel pinned through truss and a 2-panel pony truss, separated by a series of timber pile bent spans - to P.H. Everhard of the Kansas City Bridge Company. By the following September KCBCo had completed the bridge. By the turn of the century the timber spans had deteriorated, and the trusses required cleaning, painting and adjusting. The county in 1903 contracted with the Interstate Bridge Company, also of Kansas City, to undertake the repairs. Interstate installed two new steel pony trusses with steel pile bent substructures to replace the timber work inbetween the two existing trusses. Since the completion of this latter work, the bridge has continued to carry county-road traffic. Other than the removal of one of the webs from the 1893 pony truss, it remains essentially unaltered.

Pin-connected Pratt configurations were used for virtually all of Missouri's wagon trusses in the 19th century, executed first in wrought or cast iron and - after the early 1890s - in steel. Thousands of such pinned Pratt through trusses were erected throughout the state for crossing both large and small, and numerous examples remain in place today. The Westphalia Bridge is distinguished among the surviving Pratts in its somewhat long span, its early erection date and in its high degree of preservation. The bridge is also technologically noteworthy in its staged construction. The main span and one pony truss were erected in 1893 by the Kansas City Bridge Company, and the other two pony truss approach spans were erected in 1903 by the Interstate Bridge Company, also of Kansas City. A regionally important crossing of a major river, the Westphalia Bridge is a visually striking, early roadway span.

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**NAME(S) OF STRUCTURE**

Westphalia Bridge (Isbell Bridge; Rehagen Bridge; Maries River Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 075000.3; Osage County Court Record 8: page 465 (16 August 1892), page 471 (18 August 1892), page 493 (22 September 1892), page 508 (22 November 1892), page 515 (23 November 1892), page 629 (14 June 1893); Osage County Court Record 9: page 27 (22 November 1893); Osage County Court Record 12: page 169 (13 November 1902), page 181 (22 December 1902), page 210 (31 December 1902), located at Osage County Courthouse, Linn MO; bridge completion correspondence from Kansas City Bridge Company to Osage County, 19 September 1893, located at Osage County Courthouse, Linn MO; original design sketch and specifications for bridge, n.d., located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1991

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Holterman Bridge  
MHTD: 078000.0

OSAG04

**DATE(S) OF CONSTRUCTION**

1915

**LOCATION**

county road over Maries River; S13, T43N, R10W  
3.2 miles northeast of Westphalia; Osage County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP possibly eligible (score: 55)

**CONDITION**

good

**OWNER**

Osage County

span number: 2  
span length: 150.0'  
total length: 232.0'  
roadway wdt.: 15.3'

superstructure: steel, 9-panel, pin-connected Pratt through truss  
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers  
floor/decking: timber deck over steel stringers  
other features: upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 2 looped square eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels; portal builder's plate: 1915 / Kansas City Bridge Co./ Kansas City Mo. / R.O. SHOBE J.W. AGEE B. SCHAUWECKER co.court LAFE VAUGHAN co. clerk J.C. VAUGHAN co. surveyor

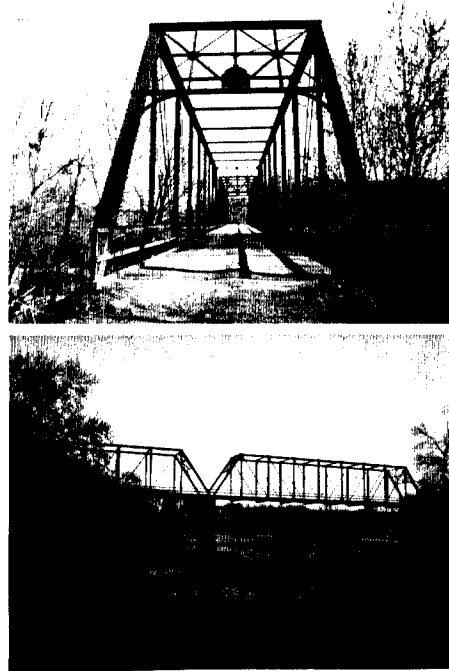
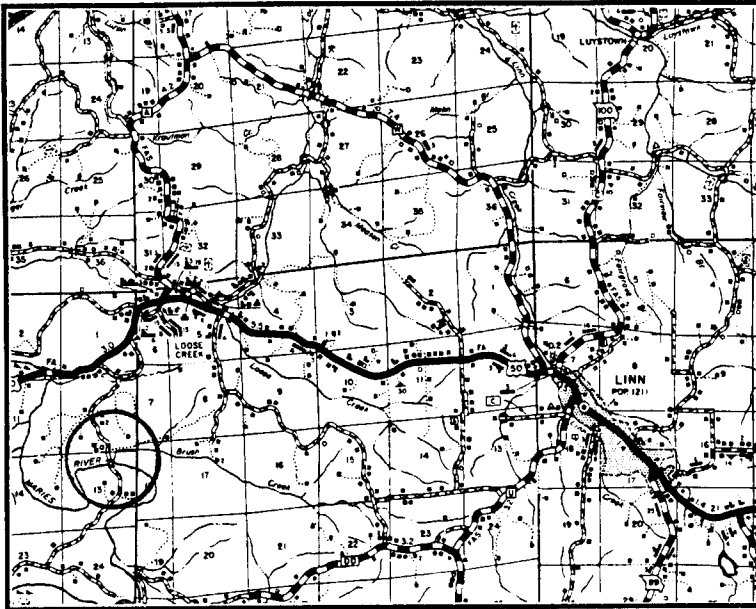
When Alex Verdot et al. petitioned the Osage County Court for a new bridge over the Maries River in December 1914, the judges sent county surveyor H.E. Steinman to visit the Holterman Ford and make estimates. The proposed structure would carry the Westphalia and Loose Creek public road, providing farm-to-market access between the two towns. Steinman drafted preliminary designs for the bridge, presenting them to the court at the end of the year. In February the citizens pledged \$2500.00 toward the structure's cost, and county appropriated almost \$5600.00. The judges selected Steinman's Plan #1, which consisted of two 150-foot pinned Pratt through trusses supported in mid-stream by a pair of steel cylinder piers. The court advertised in March for bids for 1) two concrete or stone abutments, 2) two 150-foot steel spans and a pair of tubular piers and 3) earth grading for the approaches. After receiving proposals from 13 contractors for the various components of the construction, the county awarded a contract to build the concrete abutments to James Cushion, the approaches to Henry Cooper and the superstructure and pier to the Kansas City Bridge Company. Cushion worked throughout the remainder of the year excavating and pouring the 204 cubic yards of concrete for the abutments. By the end of 1915 the Holterman Ford Bridge had been completed. It has carried county-road traffic since, first as a major arterial and later - after construction of U.S. Highways 63 and 50 - as a secondary road. The bridge remains in place, unaltered.

In Missouri, the pinned Pratt through truss was the bridge of choice for short- and medium-span applications in the late 19th and early 20th centuries. As a result, thousands of Pratts were built across the state, and today Pratts constitute the most populous group of through trusses. The Holterman Bridge stands out among the remaining Pratts for its long span, its double-truss configuration and for its high degree of physical integrity. A regionally important crossing of a major river, it is a distinctive roadway structure.

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**NAME(S) OF STRUCTURE**

Holterman Bridge (Maries River Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 078000.0; Osage County Court Record 16: page 445 (3 June 1913), page 469 (5 August 1913), pp. 472-76 (6 August 1913), pp. 503-08 (2 September 1913), pp. 521-23 (3 September 1913); Osage County Court Record 17: page 266 (8 December 1914), page 287 (28 December 1914), page 290 (29 December 1914), pp. 309-12 (1 February 1915), pp. 352-54 (15 February 1915), page 376 (15 March 1915), page 388 (16 March 1915), page 462 (4 May 1915), page 563 (1 November 1915), page 609 (6 December 1915). located at Osage County Courthouse, Linn MO; field inspection by Clayton Fraser, 3 May 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1991

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